

## **REPORTER**

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"SOME OF THE MIDWEST SAILORS HANGING AROUND FOR THE PROMISED SEABREEZE THERMAL"  
PHOTO: JIM O'BRIEN



# Changing of the Guard : 1973 preview at Crystal Lake

PHOTO: SAM DIX



THIS COULD BE A SYMBOLIC CRYSTAL BALL -- HOT POTATO? BEING HANDED TO COMMODORE ELECT, SAM MERRICK, BY PAST COMMODORE, HARTLEY COMFORT.

- FOR COMMODORE COMFORT IT HELD PROBLEMS AND SOLUTIONS FOR ALUMINUM RIGS AND PRODUCTION AND FOR FIBERGLASS HULLS.

- FOR COMMODORE MERRICK, THE CRYSTAL BALL MIGHT SHOW STIRRINGS OF SIGNIFICANT CLASS EXPANSION, GEOGRAPHICALLY AND NUMERICALLY, ALONG WITH ROUTINE HEADACHES.



Sam Merrick, who sails out of the Mantaloking Y.C. is the new Commodore of NCESA. He resides in Washington D.C., but spends much of his summer (E Scow time) in Bay Head, N.J. Sam started sailing E Scows in 1930 (when he was 16) in a 1926 vintage Jones & LaBorde vessel built in Oshkosh. He has since owned 9 E-Scows, the last of which named THUCYDIDES came in second in the 1975 Nationals. He also sails Solings out of Annapolis on the Chesapeake Bay and entertains Olympic ambitions for 1976. He is a member of the U.S.Y.R.U. Racine Rules Committee. Sam is a lawyer by education but, not as a lawyer, is widely experienced in many phases of government. For NCESA he has served as chairman of the Judicial Committee, Secretary-Treasurer and Vice-Commodore - all this during the past eight years.

National Class E Scow Association  
401 N Street SW  
Washington, D.C. 20024

NCESA REPORTER STAFF:  
Staff Publisher, Editor and Printer's Devil: Ted Brennan

REPORTER appreciation to: The cooperative contributors of this issue,  
and Bud Appel for layout help, composition & printing.

SUPPORT the NCESA by sending \$15.00 dues to: Mike Kotovic,  
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JOIN THE NCESA NOW! Support a Great Yachting Association.  
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SEND ALL STORIES AND PHOTOS TO TED BRENNAN, BOX 110, FONTANA, WI 53125

Commodore: Samuel V. Merrick  
Vice Commodore: Stuart W. Wells  
Rear Commodore: Jack Brereton

Directors:

ILYA Area

Jay Ecklund  
Will Perrigo Jr.  
Ted Beir  
Bill Butz  
Lon Schoor

W. Michigan Area

Ken Kornoelje  
Mike Huck Jr.

Eastern Area

Dave Loughran  
Norman Johnson



# THE COMMODORE COMMENTS:

The new Commodore of NCESA looks forward, (and backward, too, over enough years) to the possibility that he can make a few contributions to the healthy development of the Class. But he can't do much without help - help from those of you who are now members, but help also from the many owners and skippers of E boats who have not, to date, joined the Association with the little sum of \$15 which is the annual membership fee. The list of non-participants, especially on lakes in Wisconsin and Minnesota is enough to make one very greedy - greedy for what we might accomplish if they would only join up. So our first priority should be to get more members - owners of E boats who get the benefits of the Association but haven't yet seen the need for helping us.

The second priority is to complete the transition from wood to fiberglass as an important basic material for the boat. This process is largely in the hands of the two boat builders who, over the years, have made a record of responsibility for the class that does them credit and the class benefit. But there are bound to be problems to work out requiring our close attention and the cooperation of our builders. If nothing else, the arrival of fiberglass could quite easily produce a sudden jump in the size of the market, the need for developing a class organization turned to such a development, and the inevitable pressures from other builders to build boats that are certifiable as Class E Scows but which do not undermine, in the interest of progress, existing standards of performance.

For example a 10 year program of weight reduction by small increments is something that might furnish an incentive for design improvement. This is a program that is more readily useful for fiberglass construction since the potential for picking up weight with age is less. Before such a program is considered however, the Association should satisfy itself that existing (and about to exist) boats have the necessary structural 'beef'.

A third priority might be a rethinking of the publication picture. The Reporter has been a one-man performance of high quality produced by the loving care and creative ingenuity of Ted Brennan - essentially without recompense. At first there were four issues a year, now three! But at first there was no year book and now there is an annual product of that sort. The class needs a promotional volume suitable for sending out to those who often make inquiries but also suitable with "how-to-do" material for those who are new owners and need help in various rigging refinements. The coming of fiberglass provides an additional reason for such material - it also provides the opportunity for some national advertising. Jack Brereton's Newsletter would be valuable and a cheaper means of communication if enough people were interested in sending in material. But so far (Ted Brennan will bear witness) scow sailors have not shown much energy on these lines. There is lots else to do, but this is enough for one (?) page. More later.

I would be remiss if I overlooked this opportunity to acknowledge the enormous debt of gratitude that I and the Association owe to the immediate past Commodore. Hartley Comfort put in many an hour, not always sufficiently appreciated, on behalf of NCESA, and his sincerely and dedication to what he taught was in the best interests of the Association will be difficult for a successor to equal.

Bob Pegel, retiring as the chairman of the Regatta Committee of NCESA after a length of time that has been a tribute to his interest, also warrants a special vote of gratitude for the high standard he has set for running the Annual National Regattas and providing a model for their future conduct.

TIGHT FINISH FOR 3RD, 4TH & 5TH PLACE, SIXTH RACE, PEWAUKEE BLUE CHIP. W-67 WON, T-17 2ND



PHOTO: JIM O'BRIEN



## WHAT THE NCESA BOARD HAS BEEN DOING

The Board has met twice since the last issue of the Reporter. The first meeting was at the National Regatta in Beach Haven when the new officers and Directors gathered briefly after the Annual meeting.

The second meeting ran over two days ... Nov. 14-15 in Milwaukee. Here's what has been accomplished:

- The Melges Boat Works was given the green light to produce a fiberglass E-Scow.

- The Minnetonka Y.C. has been settled upon as the site for the 1976 National Regatta.

- A program for providing housing in private homes is being organized especially for those coming from long distances. This constitutes a precedent for future Nationals.

- The Board decided to extend crew prizes to the first five finishers.

- 1976 will be marked by one issue of the Reporter, a handbook (history the best of the "How-To's", more "Scow Slants"

and a Rule Book for all Regular as well as Associate members. The handbook will be a major undertaking headed by Mike Meyer, Ted Brennan and Mike Kotavic.

- The penalty system has been revised. 30% penalty for acknowledged infringements; 60% upon a protest decision.

- The National Regatta will have two separate groups of officials: A Race Committee in charge of conducting the races, and a Protest Committee without responsibilities except the hearing and decisions of protests.

- Approval of a new Johnson mast section.

- Launching a membership drive for the purpose of enrolling greater participation among fleets that have failed to appreciate the benefits of a NCESA membership.

- Established the NCESA bank account at Hartland, Wisc.

- Appointed Mike Kotavic to be the Secretary-Treasurer; address: 1701 Industrial Lane, Waukesha, Wisconsin 53186.

- Appointed the following Committee Chairmen as of 1-1-76:

Rules: Lon Schoor (Mendota)

Regatta: Stu Wells (White Bear)

Finance: Mike Kotavic (Pewaukee)

Judicial: Hartley Comfort (Torch)

Membership: Sam Merrick (Barnegat Bay)

Publication: Walter Smedley (Little Egg Harbor)

- Appointed Jim Klauser to be a Director in order to fill the vacancy created by the resignation of Will Perrigo, Jr.

- Agreed to meet February 15, Saturday, at 10 A.M. in Detroit, Michigan.

## "HAIL to MIKE MEYER"

HANS, DEDE, SUSAN & MIKE MEYER  
SHOWING THE WAY AT OSHKOSH IN 1967



At the conclusion of the Board meeting on November 14, an evening of fun and praise over Mike Meyer was attended by a large gathering of old friends in the E boat world.

Mike, until his doctors got him under some kind of control was a fabulous E boat performer ever since NCESA, formed largely through his leadership, came into existence in 1959. He not only was it's first Commodore, but it's first Champion. In the thirteen years he competed, he missed the first ten only once, and made it in the first five eight times ... some record!

The evening of tribute produced some tall tales, special

gifts for the hardwaring of his next boat (such as the latest in deck clamps for spinnaker poles and 20 pound winches), two old sneakers (marked "Mike Meyer") unearthed in an archaeological "dig" into the 1937 civilization of Mantoloking, N.J. (confirming Mike was even there). Mike' also received an "E" button for his lapel which for sure he will wear proudly.

Mike made a speech expressing his gratitude and blamed Dede for all his accomplishments and victories. Now that he's said it, the occasion should have honored the crew all along.

ALL HAIL TO MS. MEYER, ARCHERY CHAMPION, MOTHER, INDIAN EXPERT, CORN COLLECTOR AND THE BRAINS OF V-77.

BOAT MODEL BY STU LEMON





Dear Sam Merrick:

I would like to become a member of the NCESA. I own a 1961 Melges 'E', number 150, named Special K. The sail number when I purchased it was J-5. There are no other scows to race with on Lake Erie, so it is just day sailed, usually in the evenings. At some evening club races, we tag along to show the IOR boats what speed is. Many Cleveland sailors have never seen a scow before. More seriously we campaign a tiny scow, a Fireball, on weekends. I'm thinking of adding a trap-eze to the 'E' just for fun.

"HOW'S THIS FOR A MATCH-UP?"

**WANTED:  
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Rigged aluminum mast  
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The above need not be super fast, but **MUST** be strong, dependable, and in good condition.

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Lake Erie can sometimes be pretty vicious, but behind the harbor breakwall there is a five mile long, quarter to half mile wide, 'inland lake'. Forest City Yacht Club, where we dry sail the 'E', is behind the breakwall and when the lake is especially choppy, we stay inside the harbor and still have plenty of room to sail.

I enjoyed last year's Lands' End Catalog article on modern 'E's and have been slowly working on bringing mine more up to date. Would you please place the enclosed classified ad in any Scow publication?

Last I heard it was \$17.50 to become a regular member of NCESA, so I am enclosed a check for that amount. If inflation has struck, please let me know.

Sincerely,  
Kevin R. Graf

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74 BOWERS MEDIUM 3.8 oz.	40	170.
74 MELGES MEDIUM 3.8 oz.	40	170.

<u>JIBS</u>		
75 BOWERS MEDIUM 3.8 oz.	10	125.
75 BOWERS MEDIUM 3.8 oz.	15	100.
74 MELGES MEDIUM 3.8 oz.	40	75.
73 BOWERS MEDIUM 3.8 oz.	30	75.
70 BOWERS HEAVY 5 oz.	15	50.
68 JONES HEAVY 5 oz.	20	35.

<u>CHUTES</u>		
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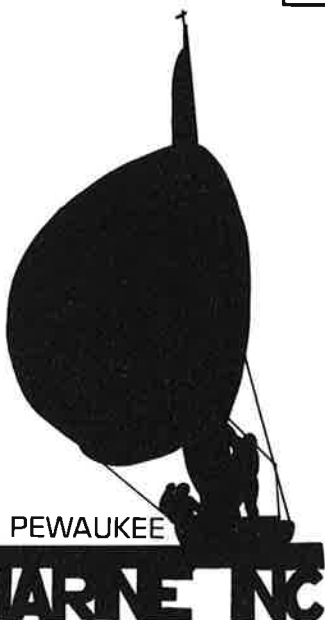
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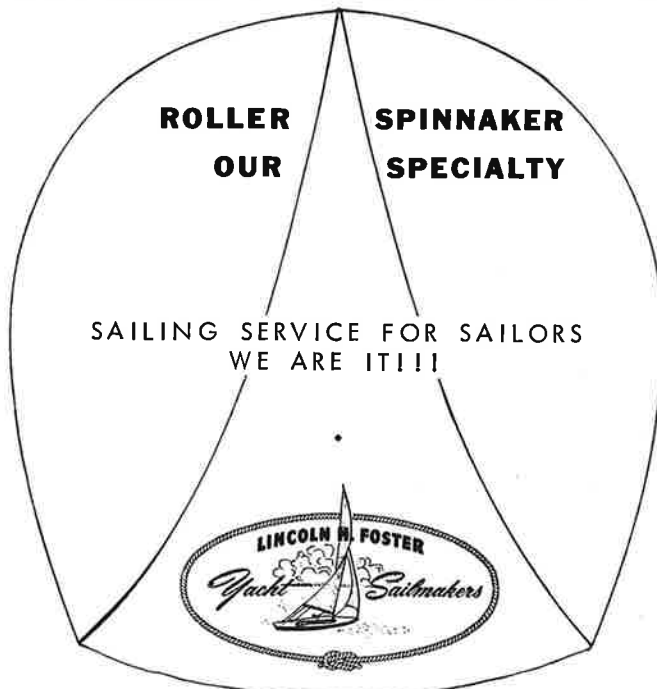
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# 1975 BLUE CHIP pewaukee lake, wis.

BY COLEMAN NORRIS



## FINAL STANDINGS

FINISH	SKIPPER	1	2	3	4	5	6	7
1	Harry Allen	2	3	4	4	1	7	1
2	Bill Allen	2	6	3	5	5	3	2
3	John Gluek	8	11	1	2	2	12	6
4	Hartley Comfort	11	1	6	1	11	9	7
5	Will Perrigo	5	DNF	9	3	3	4	8
6	Stu Wells	9	2	11	13	8	1	9
7	Paul Wickland	1	9	8	10	14	14	3
8	Cliff Campbell	10	8	7	7	7	2	11
9	Peter Barrett	13	5	5	6/15	4	8	12
10	Steve Bowers	3	12	14	8	6	5	DNF
11	Ken Kornoelje	6	14	2	11	10	10	15
12	Ed Eloranta/Jim Bradley	4	DNF	13	12	9	6	10
13	Tom Sweitzer	14	4	10	14	12	11	5
14	Skip Johnson	12	7	DNF	9	15	13	4
15	Peter Price	16	13	12	15	DNF	15	13
16	Dan Crabbe	15	10	DNF	DNF	13	DNF	14

\*Underscore denotes throw-out.

The Tenth Annual Class E Blue Chip was held on Pewaukee Lake, September 19th through 21st. Sixteen boats were entered in the Regatta, which included the mystery team of the 1975 ILYA M-20 Champions, Ed Eloranta and Jim Bradley. Three races were sailed each of the first two days and a seventh on Sunday morning, which allowed for one throw-out. The wind blew from the southwest for all the races, allowing the most advantageous use of the Pewaukee Lake sailing area.

In the first race Friday morning, sailed in medium air, the mystery skipper Eloranta jumped to an early lead when he correctly diagnosed a northerly shift shortly after the start, but he was unable to hold his lead and the race was won by Paul Wickland from Spring Lake, Michigan. Paul led around the last half of the course, being chased by last year's defending champion and National winner Bill Allen in second, ILYA Invitational and Championship winner Steve Bowers in third, Ed Eloranta in fourth and Pewaukee's Will Perrigo fifth.

The air freshened after lunch, and the second race was sailed in gusts to 24. Western Michigan again came out on top, for the race was won by Hartley Comfort, II from Torch Lake; with venerable Stu Wells, White Bear Lake, Minnesota, second; Harry Allen, Minnetonka, Minn., third; and home lake

Pewaukee representatives Tom Sweitzer in fourth and Peter Barrett in fifth. Eloranta miscalculated a jibe on the second downwind leg and turned turtle. Will Perrigo parted a jib halyard and was forced to retire. The race was not too long for winner Comfort, since he finished with only two strands of his starboard shroud intact.

The third race was delayed slightly while Eloranta dried out and Comfort and Perrigo changed equipment. Taking his cue from the other Western Michigan boats, Ken Kornoelje, Spring Lake, Michigan, led much of the race but finally John Gluek from Minnetonka ground Ken down and won the race. He was followed by Kornoelje, Bill Allen, Harry Allen and Peter Barrett. By the end of the first day, the Western Michigan boats had served notice that they were a force to be reckoned with. More damage was suffered during the third race when Skip Johnson, the boat builder from White Bear, Minn. suffered the loss of his jib halyard and Dan Crabbe, Tom's River, N.J., vanged the gooseneck off of his borrowed boat.

The wind lightened for Saturday's races, blowing an estimated 10-15. Hartley Comfort again moved in front of the pack at the finish line, followed by Gluek, Perrigo, Harry Allen and Bill Allen. Crabbe again suffered a breakdown when the replacement gooseneck failed and was unable to finish.

The second race Saturday was delayed by rain, the option being taken to have lunch while the weather was bad. The fifth race was won by Harry Allen, leading by a comfortable margin the whole race. Gluek, Perrigo, Barrett and brother Bill Allen finished in that order behind Harry. Peter Price, Muskegon, Mich., suffered a breakdown in his main sheeting system and was forced to withdraw.

The final race on Saturday witnessed one of the finest performances in the whole regatta, for Wells sailed from twelfth around the first mark to first place right at the finish line, where he eased past Cliff Campbell, Tom's River, N.J., who had led for most of the last leg. Bill Allen finished third, with Perrigo fourth and Bowers fifth. The name of Crabbe's borrowed boat, BTFSPLK, continued to be prophetic for in this race he capsized. Dan was not alone, however. The mystery team, Ed Eloranta and Jim Bradley, also capsized -- about two boat lengths past the finish line, so although they got as wet as Dan at least their race counted.

Going into the seventh and last race Sunday morning, Bill Allen was leading by three-tenths of a point over brother Harry. Obviously, the match between the Brothers Allen was the race to watch. Sunday was cold, rainy and blowing about 18, and, from a creature comfort standpoint, rated as the most uncomfortable day to sail. However, as expected, the race developed into a contest between the brothers, Harry jumping to an early lead, Bill working his way from sixth around the first buoy to second, only a couple of boat lengths behind Harry. But that's where Bill was stopped. The last leg resulted in a tacking duel, but Bill was unable to gain on Harry, just as Harry was unable to pull out from Bill. Ignoring the cold and the rain, the last race was one of the most exciting of the series and provided a very satisfying conclusion to the 1975 Blue Chip Regatta.

The level of competition in the regatta was outstanding, a situation illustrated by the spread of finishes achieved by most skippers. The Allen brothers were the only contestants that did not have at least one race worse than tenth. It was not unusual to watch two boats battling it out in the back of the fleet one race and then see those same two boats battling it out for first place in the following race. Consider also that Bill Allen, certainly one of the finest sailors in the country, did not win a race. But perhaps it is only fair to point out that he was married the previous weekend.



DAN CRABBE TENDING TO  
ITCHY CAST DURING TOW



-AND THE PROMISED SEA-  
BREEZE THREMAL ARRIVED

PHOTOS: JIM O'BRIEN



STU WELLS AND CREW AWAKENED BY NEW-ARRIVED BREEZE

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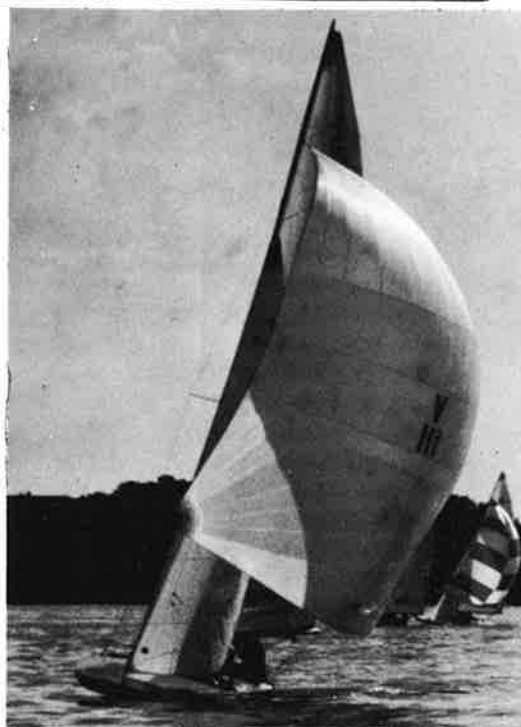
<b>A-Scow</b>	<b>5 of 5</b>
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<b>M-20</b>	<b>4 of 5</b>

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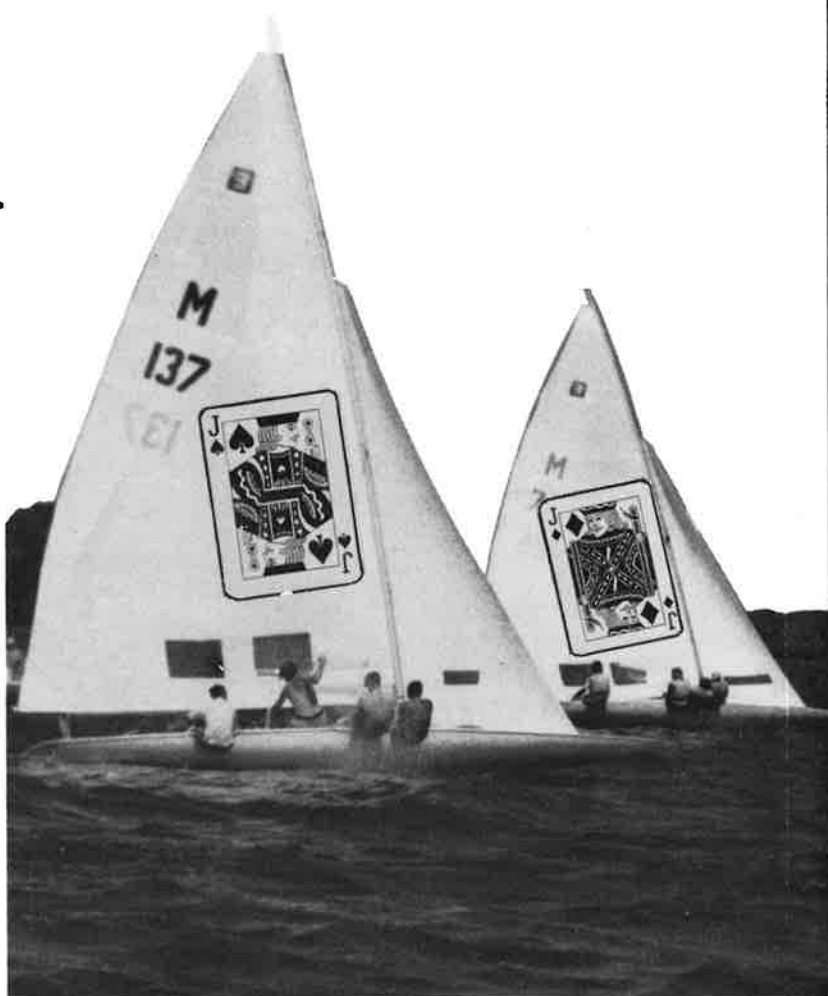


*A Dynac tri-radial spinnaker*  
*Jim Sullivan photo*

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MUCH OF THE TIME "HARE" DIDN'T COMPLY WITH POSTED ORDERS



PHOTO: JIM O'BRIEN

CLIFF LEWIS, ART BEST AND ED MALONE -- MARKING TIME???



PHOTO: JIM O'BRIEN

"ONCE UPON A TIME, IN THE KINGDOM OF NEW JERSEY, THERE WAS A YACHT CLUB CALLED "LITTLE EGG HARBOR" AND TO IT, ONE DAY, CAME A WHOLE BUNCH OF . . . . ."



REPORTER PHOTO

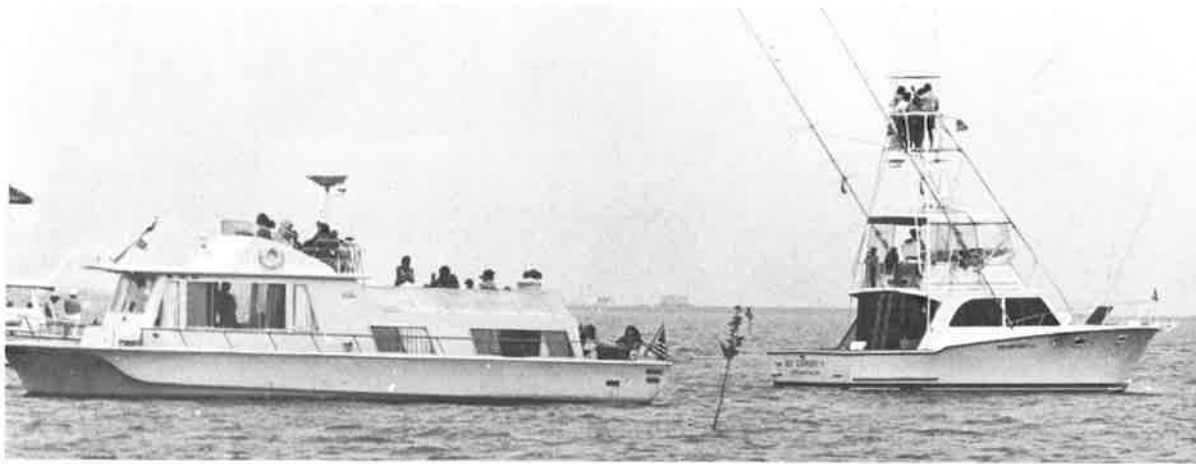
# Some scattered shots at LEHYC trophy



*"Hare's" crew relaxing in low gear.*



*Bill Allen listening but not quite buying while Kay Larkin meditates.*



*You don't go trolling for crappies, bluegill and other assorted pan fish with these rigs.*



*- five, four, three, two, one - START !*



*NCESA Director Norm Johnson flanked by NCESA Commodores - one of whom is sampling the trophy buffet.*

# presentation and story telling time

ALL PHOTOS:  
REPORTER



*John and Liz Farwell in contrasting response-mood to Reporter's inquiry as to I-22's performance to date.*



*ILYA (and Past NCESA) Commodore Nat Robbins, ex-crew Twink Robbins gabbing with dock-bound "M.J." Smedley & friend.*



*'Twink' Robbins giving an "Ed. Malone" performance for John Hunt.*



*Walter Smedley and Chairman John Christie evolving next presentation ploy as Bill Allen and Sam Merrick spar in background.*



*Chataqua's Eric Johnson receiving 4th place trophy as Barnegat railbirds provide background commentary.*



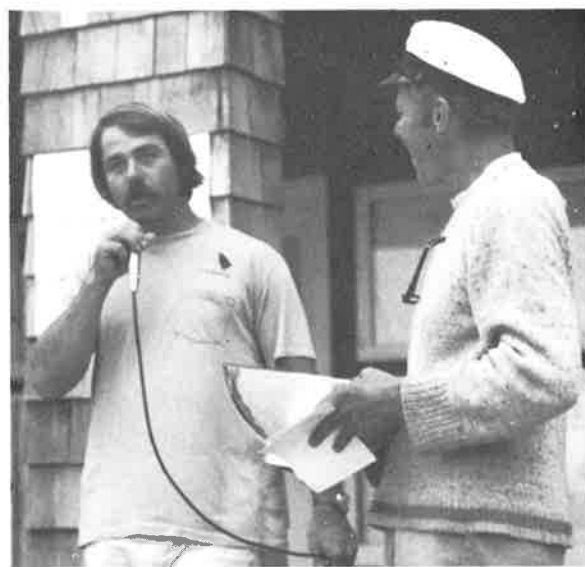
5<sup>th</sup> place finisher Cliff Campbell explaining to the crowd why he changed the name of his new boat from "Sam" to "Johnson."



Apparently raconteur Smedley has reached a nerve-end judging from the expressions of 2<sup>nd</sup> place boat—Sam Merrick, and crew Matt Doherty, Duncan Skinner.



"Here's" 1<sup>st</sup> place crew Ronnie Frankel, Brian Porter and Bill Allen (Kay Larkin missing) receiving trophy from microphone-proficient Walter Smedley.



Billy Allen confiscating mike from a somewhat surprised Walter S.



Commodore Merrick relieves Allen of microphone by persuasion and rank.



The home team wins as Walter has last laugh through the mike.

# NCESA Championship Regatta



(By Special Eastern Correspondent)

For the third straight year Bill Allen, of Lake Geneva, convincingly won the E Scow National Regatta - sailed this year on the wide open spaces of Little Egg Harbor off Beach Haven, N.J. Bill thus became the first skipper to win four of these events (he won first back in 1970 when the regatta was also held at Little Egg) and thus drew ahead of the other three time winners, Brad Robinson (1967, 1968, 1971) and Gordy Lindemann (1960, 1962, 1963). Allen led a field of 48 entries.

The 1975 series, the 17th annual contest of its kind, was scheduled for 6 races, two each day on Sept. 4, 5, 6. For the first time, NCESA allowed a throw-out race, so that, if six races were in fact held, the best five finishes could be counted in computing a final score. Allen took advantage of this new wrinkle by not sailing the sixth contest after winning the first four races and placing second in the fifth. His point total of 3 (Olympic scoring) couldn't be equaled in the sixth race by any combination of failure on his part (which could be dropped) and stellar performance by his competitors.

In retrospect, Allen's accomplishment, while statistically outclassing his rivals by a wide margin, could easily have been much closer...for there were others with equal boat speed. So don't think he's unbeatable!

Allen's first race was a classic ... first on the favored pin end, after 5 minutes crossing the fleet on port tack, rounding the first mark ahead by four boat lengths and running away from the fleet on the reaches.

The second race found Allen in a none-too-healthy sixth place halfway down the run for the final turn when the breeze all but died and gradually veered. Allen got by two boats by sailing where they weren't before rounding the mark and the remaining three (including brother Harry) who seemed unable to adapt themselves to the fact that the final beat had become a close reach ... two wins in two races! Momentum is important in such a series and Bill had it thanks to the way this race ended. The third race turned into a lonely duel between Allen and Sam Merrick which was resolved only by who first got to the air which seemed to be hanging from a distant shoreline. Allen got the wisp of breeze and won again.

For Allen, the fourth race was almost a repeat of the first-gorgeous start, around the first mark leading and away.

The fifth race again seemed to have it's problems for Allen. As he gradually improved his position and rounded the last mark in third place-with a long way to go before having a chance to catch Eric Johnson and Dick Wight, who were fighting it out for the lead. This time the wind veered 25 deg. and provided the opportunity for Cliff Campbell's 2-length victory over Allen's comfortable second place.

So that's the story of Allen's performance: two solid first places, a toss up first or second, a final first and second garnered by the errors of others during the final stages of the race ... a solid victory but not a rout. So, there's hope for the rest of us now that he's firmly married!

Sailing on the unobstructed waters of Little Egg Harbor is different from conditions on inland lakes ... the shifts are more subtle, more likely to be caused by weather system movement or the sea breeze thermal and not related to contours of the landscape which are essentially non-existent. Boat speed therefore weighs more heavily and consistent performance more likely than when a regatta is held, for example, on Green Lake, Wisconsin. The compass as an aid to discerning wind shifts is much more necessary without visible silos and landmarks; given these challenges, it was not surprising that three of the first ten finishers were seashore sailors who had been trading blows with one another all summer. The tidal current was on an occasional factor on one side of the course to complicate things for lake sailors. The weather and wind was not always well-behaved. The first day looked rainy and windless but produced good air and a clearing atmosphere for back-to-back afternoon races. The second day produced a classic summer seashore pattern; light land breeze in the morning fading gradually, to be replaced by a strapping sea-breeze in the 20 knot range in the afternoon. The final day brought good air except for a fifteen minute period marking the arrival of new weather. So although some jokes were made about steady winds, only once was it necessary for the judges to change the course and no race risked running the time limit.

Thursday - First Race: (postponed from its morning schedule) Wind southerly and steady at about 15 knots. After two general recalls Stu Wells and Bill Allen got beautiful starts near the favored leeward end-only Wells had jumped the gun and was called back. Allen went well out on starboard tack to get some help from the strong ebb tide on the east side of the course. Halfway up the windward beat, Allen crossed all the early port tackers, went into the windward pin in first place and ran away from the fleet on the reaches. Eric Johnson then Sam Merrick rounded in the second and third positions they maintained for the remainder of a relatively uneventful contest ... Dan Bowers and Skip Johnson completed the first five. An immediate back-to-back second race was held.

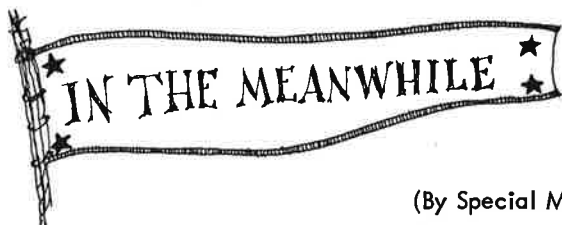
Second Race: The wind still southerly at 190 degrees had increased and clocked slightly, on its way, (as it turned out) to coming in from the west with clearing weather. Forecasts suggesting this dictated keeping on the right side of the course. Several boats changed to flatter jibs, only to regret this move later. Harry Allen, following Bill's course of the first race went for the left side with an early starboard tack. He managed a slight lead over Dan Crabbe and Skip Johnson coming in from the right side. Stu Wells, Dick Wight and Sam Merrick were in that order within 4 boat lengths of Allen ... so it was close! The reaches and a second beat spread out the leaders ... Harry Allen, Crabbe and Johnson out front, then Merrick and Wells paired off in 4th and 5th with Bill Allen in sixth. As the run progressed, the wind got light and gradually shifted west. Bill Allen slipped to leeward of Merrick and Wells who were to windward for the new air, turned the pin, went west briefly and passed Crabbe, Skip Johnson

and brother Harry in short order for win number two I Bill wasn't sure he deserved this one, but he thanked all of us who made it possible.

Friday - Third Race: A light northerly (a land breeze) dominated the first part of the race. Merrick, playing the shifts worked out a five boat length lead over Chuck Kotovic and Skip Johnson. Bill Allen soon emerged from the pack into second place. The next beat saw Merrick and Allen with Kotovic following, establish a comfortable lead by heading west on a starboard tack. On the run Allen and Merrick traded first place several times, but Merrick was still ahead at the leeward pin. They raked simultaneously over to starboard toward the west for the lingering traces of what was becoming shifty and spotty conditions as any encountered on Pewaukee. First Allen then Merrick ultimately picked up enough of the old breeze to be able to finish while the rest of the fleet lay becalmed at the "leeward" mark. As the advancing wall of sea breeze came across from the beach, it picked up the fleet in a compact mess and provided the judges with the difficult job of identifying finishers in proper order. Harry Allen coming in third made an important contribution to his regatta standing.

Fourth Race - A typical Little Egg Special: Fresh 20-knot sea breeze with an ebb tide, lots of chop and 5 degree shifts. The Allen brothers powered off the line on a long starboard tack to near the lay line, then crossed the field on port and rounded the windward pin Bill first, Harry second. In that position they sailed the rest of the race, Harry trying unsuccessfully to catch Bill. Eric Johnson, rounding third remained that way all the way. Chuck Kotovic in fourth place lost that position at the jibe mark to Merrick. On the next windward leg, Crabbe, Kotovic and Skip Johnson had plenty of speed but couldn't get into the top four. Hartley Comfort almost got there when he came out of the pack on the run with some brilliant downwind sailing using a mini-max chute at higher sailing angles than has been customary in heavy air. There is a lesson for us here.

Saturday - Fifth Race: A second fresh southerly, but the product of a changing weather system rather than the solid



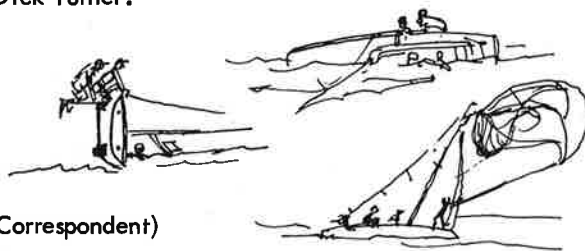
(By Special Midwestern Correspondent)

For the 17th straight year, most of the boys at the back of the fleet continued to make the same mistakes in boat and sail handling while failing to cope with variables such as shifts, tides, lay lines, etc. in their efforts to get through the chopped-up air on the jammed freeways leading from one mark to the next.

In retrospect, some of the points accumulated by the boys in the back room could have easily been reduced if instant-replay were available underway, or had the great White Shark elected to tangle with the leaders. Even so, thanks to the capacity for boat speed inherent in all the attending E-Scows, there had to be a truly bright moment or two for everyone during the span of the six races ... comparable to that one good shot in golf that keeps the duffers coming back ... but more to the point, the Little Egg open water is exciting to sail on, the facilities, planning and hospitalities were tops and if one wasn't too depressed about having the slows or dumb problems, there was a close-up vantage point to observe the top ten on opposite legs.

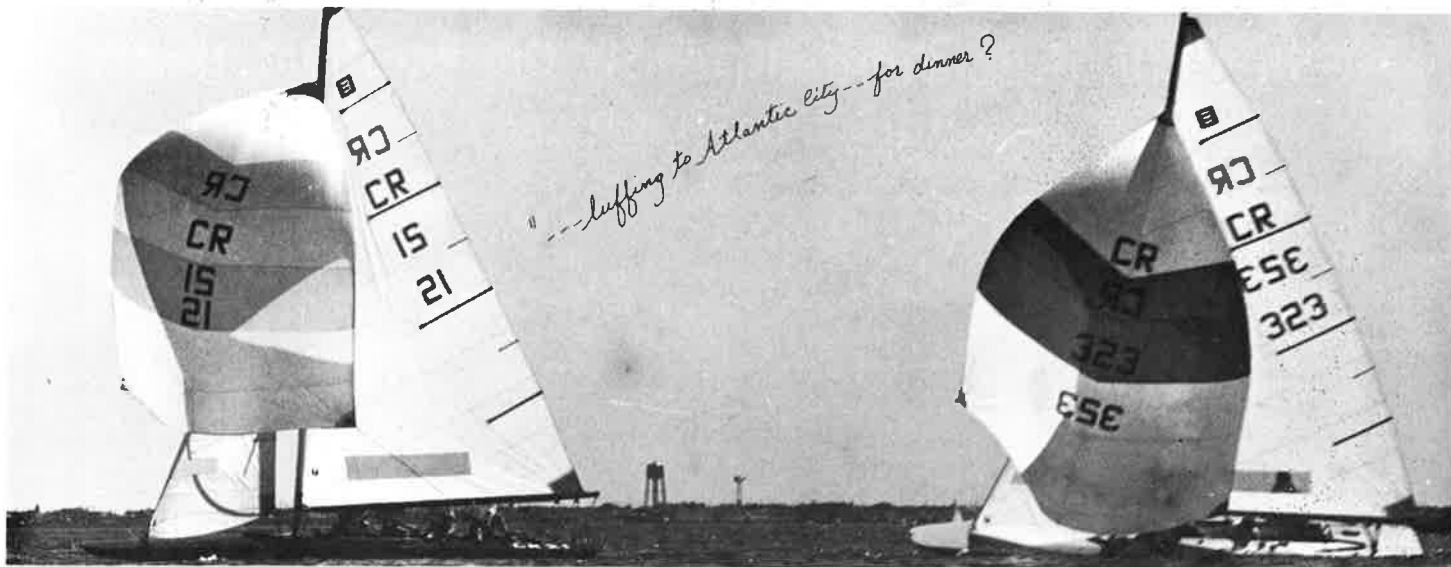
thermal of the preceding day. The early starboard tack chosen again by the Allens again did not work, partly because of the flood (oncoming) tide on the left side of the course. Eric Johnson, Dick Wight, Chuck Kotovic and Sam Merrick using the right side got to the pin before the crowd. Wight charged by Johnson and developed a good lead at the end of the reaches. Merrick and Bill Allen got by Kotovic before the leeward turn. By the time the fleet next turned the leeward mark, Wight and Eric Johnson on his transom appeared to have a good lead. Cliff Campbell rounding the pin in sixth place stayed on port tack and five minutes later got a 25 degree header as new weather approached ... so he walked into first place over all those who had spent any time on starboard. Bill Allen and Merrick were the next beneficiaries of the shift in that order while Johnson and Wight were the frustrated losers. With four firsts and a second for five races to count, Bill Allen retired from the scene and let the rest of the fleet fight for the pickings.

Sixth Race: Wind westerly 12-15. The drama in the race was who would get second place in the regatta. Merrick had it in the bag unless Harry Allen won the race. And if Harry did, then Merrick had to come in second or third. A general recall following a bad jam at the too favored windward end saved Harry who got squeezed into the "protection" buoy (a mark of the course) off the committee boat. On the second try Harry got over on port tack early, motored out to a nice header and looked as though he would run away with the contest. Merrick went way out on starboard, got his header and met Harry even ... both of them with a good lead on the rest. Harry rounded a boat length ahead of Merrick, followed, amid loud cheers and horns from the local fans for none other than ex-Commodore Walter Smedley. At the end of the reaches, Merrick was on Allen's transom but he was too close and hit the mark with the help of the ebb tide. So Allen got himself a comfortable lead for the remainder of the course, thus doing all his part to get a Regatta second position. Merrick, though, remained in second place over Smedley and Dick Turner.



First Race: A couple of us were elated with the first general recall as we were a bit late getting to the line due to 'circumstances'. Once the race got underway, ever-prevalant optimism kept everyone awake and hopeful of getting to the top mark in good shape until disillusion set in as we saw the 'other' guys tacking for the rounding ... having gotten all those lucky lifts and pushed by the invisible tide. So - it was hang on ... keep someone behind you and use the opportunity to practice spinnaker work.

Second Race: As this was sailed immediately after the First race finish we saw little difference back in the ranks as the 'high' tens continued to fluctuate back and forth in the 30's and 40's. Some long hooks were made to both lay lines in attempts to get lucky but the lessening air pretty much erased any benefit of tide or heading. The race committee was awake and detected one of the middle of the pack boats quickly improve its position by executing a fast jibe well ahead of the offset. This manoeuvre was kept on the record by the committee at the finish line and another DNF was earned. Moral - don't



listen to your crew.

Third Race: If this presented problems for the leaders, it was really frustrating for the guys in the middle ... several who had gone way over on the port side beyond the lay line and had caught the last of the dying breeze to get to the top mark only to become becalmed and almost drifting into the mark while in a rounding attitude. After a significant interlude of swatting flies, it was interesting to watch boats bound for the leeward mark try to solve stirrings of the new breeze, which sprang up in the form of rewarding (or villainous) streaks that permitted some boats to thread through clumps of stalled crews. The new breeze finally settled in and provided a pleasant chute run to the finish, which saw a spirited luffing match between two Spring Lake boats. For a while it looked as though they might wind up in Atlantic City for dinner. Most of us were happy to get through the finish and head in for lunch.

Fourth Race: The fresh 20 kt. breeze caught some of the pack not too-well tuned, resulting in pinch-bad boat speed. Uncertain spinnaker handling became pronounced in the rear echelon. Salt water and air can create problems for freshwater people. Runnie Colie alerted one such skipper to the fact that all was not well by taking a long puzzled look at the latter's chute as he steamed by, causing the overtaken skipper to request one of his crew to look up and forward of the mainsail to see what had been of special interest since the foot was flying nicely as viewed from the cockpit. Word filtered back to the helm that the upper half of the spinnaker was welded together as a small, compact column, thanks to the special adhesive additive of salt. About three minutes of taffy-pulling by four hands was required to return the sail to its natural configuration and (to some degree) put a halt to the passing parade of competitors.

Fifth Race: (Good, heavy air) Some of the same old crowd was hanging around the RC boat end of the line in hopes of getting a slightly late but clear-air start. One of these fellows got across in fair shape and upon going off on port tack noticed MA-2 a short distance ahead and a bit to weather. He decided to use the proximity of what had to be one of the fastest boats on the course as a gauge for his own boat speed in the existing conditions. (Also, it is obvious that MA-2 knows where to go ... especially on salt water.)

After approximately four minutes of sailing, the other boat was pleased to find that its pointing and footing were quite comparable, which was especially rewarding as it had pinched badly during the fourth race attempting to sail flat, resulting in many boats powering by to leeward. Everything possible had been changed and monkeyed with for this race. First hand

knowledge that one has good boat speed does wonders for one's outlook. However, the first chute leg rapidly returned this boat (which had almost come out of the pack) back to its accustomed position. Hoisting problems at the offset cost about six boats and all aspirations were erased when the skipper hooked his life jacket to the main sheet at the jibe mark resulting in the classic fire drill. Only the extra buoyancy of salt water could have allowed the crew to save a turtle situation ... the boat somehow came back up. In the meanwhile thoughts of insurance, kindling wood, flashed through the speeding traffic that was jibing and wheeling past this temporary obstruction. A long reach home from the finish provided spectacular day-sailing.

Sixth Race: LE-7 is owned and operated by Walter Smedley Jr. - past commodore of NCESA and one of the foremost "Corinthian" E-scow enthusiastic skippers. Walt came into his own in this final race to cap a steady improvement of finishing positions for the series, leading off with a modest 31st place but following with a 26th. In race three he finished 21st and worked up to 19th in number four. The last day saw him get a 14th in the morning but it was the last race that saw "one of the boys from the pack" break out in elegant fashion to hang on to third spot until the very end where covering tactics and chance cost him three boats to net him a 6th. Well ... anyway, Commodore, your old friends in the pack were delighted and encouraged to see you escape and stay up at the head of the class. --- and for that gang there is always manana.

POSITION	NAME	1	2	3	4	5	6
1	Bill Allen	1	1	1	1	2	<u>DNS</u>
2	Sam Merrick	3	4	2	4	3	2
3	Harry Allen	<u>11</u>	3	3	2	8	1
4	Eric Johnson	2	12	26	3	4	4
5	Cliff Campbell	6	7	<u>17</u>	10	1	9
6	Skip Johnson	5	2	14	6	<u>16</u>	7
7	Dan Bowers	4	8	9	7	12	<u>DNS</u>
8	Hartley Comfort	10	<u>32</u>	8	5	9	12
9	Dick Wight	14	11	12	<u>16</u>	5	5
10	Willie Crear	<u>32</u>	9	4	11	6	21
11	Dan Crabbe	13	6	15	8	7	<u>DNS</u>
12	Dick Turner	12	13	7	29	<u>31</u>	3
13	Larry Price	16	16	6	14	<u>20</u>	13
14	Chuck Kotovic	7	20	10	13	<u>24</u>	24
15	Bob Armstrong	24	<u>28</u>	20	12	11	8
16	John Gluek	9	10	5	33	22	<u>DNS</u>
17	Gary Sayia	8	31	11	23	<u>33</u>	11
18	Walter Smedley	<u>31</u>	26	21	19	14	6
19	John Harkrader	28	14	13	<u>44</u>	21	10
20	Stu Wells	34	5	18	9	23	<u>DNS</u>

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# From out of The Pack

By  
WALTER SMEDLEY

ED. NOTE: THE REPORTER ASKED WALTER SMEDLEY TO SHARE ONE OF RACING-SAILING'S BRIGHTER AND HAPPIER MOMENTS.

Life has exhilarating moments - vignettes like precious jewels which memory keeps polished and ever increasing in sparkle - and racing E scows provides the faithful with a bountiful supply. For those of us who labor in the lower and middle reaches of the vineyard, the occasional visit to the rarified top level is a spectacular excursion, the more so in a fifty boat fleet racing for the National Championship. So it is that I thrill again and leap to my pen to accommodate Ted Brennan's request for a recounting of the great moment - that beautiful sixth race at my own club when everything just seemed to fall into place and for some reason didn't get dislodged.

"Halcyon", our good old '68 Melges, seemed to be tiring, so to spruce her up I put on a new suit of Bowers in June and the latest go-fast deck gear for jib, spinnaker and main sheet traveller. The crew responded with markedly better lightsail work and attention to details which allowed me to concentrate more on strategy and position, a luxury which I had not previously enjoyed. Progress was sufficient during the summer, including a fancy third in one of the ECESA races at Chautauqua where we were one of those who chose the right shore, to embolden me to splurge with a new Allen Mini-max for the Nationals. This sail is harder to use than we expected, but Bill gave us the word after a disastrous first race and we moved truly into high gear with it.

So equipped, we entered the lists to do battle with the best of them. It was not a particularly boisterous series for Little Egg, but the lighter air, especially in its fluky form from the western quadrant, seemed equally to drain our energy. "Remember to pay particular attention to details," I said on the way out to the start of the last race, "We had our best race this morning - we're elated and tired - be extra careful to tie that knot, clear that line, seat that board. We don't want to end up in trouble in all this traffic."

So the scene was set as we popped out of the gate in the middle of the line with clear air. It was the best start we had, (and most were good) and curious that our watch had stopped

with about 40 seconds to go. We were guided by the other timekeepers around us and by keeping just a fore-deck ahead of the nearest boat, Jack Manning, L-1. Jack also had a good start and persisted on our windward quarter preventing us from tacking for the shore, which my lake training urged. "Come on, Jack, tack!" I kept muttering, but on we went! Looking back on that first leg, it seems Jack pushed us both into a favorable tide which, without clear air, gave us a jump on the fleet.

One long port tack not far from the lay line took us through to the other side. As we made the short starboard tack for the mark, we got a tremendous lift, which put us safely ahead of the heavy traffic approaching on port. If there is a better place to get such a lift, I can't imagine where it would be!

"Wow! Fourth place!!" - "Don't look back, keep eyes forward, we can get around those guys!!!" (Harry Allen, Sam Merrick, Doug Love!!) Fantastic reacher work immediately shot us ahead of Doug, and by the down wind pin we had almost caught Sam (helped by his rerounding after the buoy had nipped him). There is no question of the advantage free air has on a reach when you're out ahead!

The mean part of the race was now in front of us -- two windward legs and a leeward leg in shifty westerlies with hungry people behind us. But this time the crew was alert enough to stay with the group and we were lucky enough not to have any of them luck into a big lift. Downwind, I think, was the hardest, as the lake boys, Turner & Johnson, got by us, and then Dick Wight just nipped us at the finish by a foredeck length.

And what a finish! There must have been 50 spectator boats -- large, small, and all blowing their horns and cheering! And to think we were up there to share in all the excitement! Yes, that was our moment! It belonged to us -- to Jay and Sarah and Lissy and me. E-Scows have many exciting moments -- a screaming reach -- a hug-and-hang-on jibe -- the precision of a well executed lee tack -- but I recommend a top finish in the Nationals!

## Regional Championship Regattas

### EASTERN CLASS E SLOOP ASSOCIATION

By Assistant Editor

August 7, 8, 9, 1975

The 33rd Annual Championship Regatta of the Eastern Class E Sloop Association was this August conducted on Lake Chataqua off Jamestown, N.Y. The 38 entries included a least a dozen new E boats, a mark of the growing strength of the various fleets far away from the midwest nest.

Runnie Colie, a six-time winner of the event and National Champion in 1966, sailing as substitute skipper in Dick Wight's place on TESTUDO was the winner in what started out as a four-sided struggle and ended with a closing 1-2 effort by Dick Turner of the Chataqua fleet. Colie took two bullets the first day and got himself in 'fat city'. Sam Merrick and Eric Johnson traded 2-4's with Cliff Campbell a 3-6 and thus establish themselves as the fellows to beat. Colie and Merrick sail out of Mantaloking Y.C. and Campbell out of the Toms River Y.C. - both clubs part of the Barnegat Bay fleet. Johnson, like Turner, is from the home fleet and has been showing great results in his first year with a modern boat.

The air for the first day was a healthy 12-15 from the north until you got under the north shore of the lake, which runs more east and west. For the second day, the direction had changed enough west for the starting line to be set near the north shore - but that was a trap for the unwary. Some five minutes after the alert, the regatta leaders, going out from what appeared to be the favored pin end of the line, found themselves in serious trouble, in No wind with a major 20 deg. shift sparkling the water with speed power for all the rest. John Hoff of Lake Hopatcong did a "horizon" job to win. Colie, playing it conservatively and taking his lumps, worked up to 10th and thus more firmly wired down his regatta lead. Johnson managed a 12th, Campbell a 13th and Merrick a 22nd.

The fourth race showed lessons had been learned from that north shore in the third race. Turner made a dash for it and was soon on his way to a comfortable lead which was never threatened. For much of the race Johnson made it look like a sweep for Chataqua, but Colie, Campbell, Merrick and young Goefrey Lewis from Mantaloking all got by him. Colie was 21 points ahead of Johnson, his nearest pursuer and could relax.

The wind and weather held beautiful for the fifth and final race. With the wind more southerly, Merrick heeded local savvy and went for the south shore while most of the fleet sailed the great circle on the north side of the lake. Turner managed to recover from this experience sooner than the rest and sailed an uneventful but distant second place to Merrick's first. Campbell and Colie worked themselves up through the fleet for a 3rd and 4th.

"Lanny" Towne was again the race committee chairman - a role he has frequently handled for ECESA with singular distinction and unflappable disposition.

#### NOTICE

1976 - Regattas -- Please notify the Regatta Chairman, Stuart Wells, 521 Grand Hill, St. Paul, Minn. 55102, of any E boat regatta so that complete schedules can be made up.

### TOM'S RIVER CHALLENGE TROPHY

BY MA-2

What Barnegat Bay E Scowers have come to call the annual "Up-Bay" Regatta was sailed on July 26-27 off Mantaloking, N.J. This four race series with a total of 20 entries from Little Egg Harbor as well as Barnegat was won by Dick Wight in his new "ESTUDO" with a 1-4-1-5 record. All four races were sailed on Olympic type courses.

Wight, who hails from Manasquam was the leader throughout the regatta although his final score was close to the chasers. He won the first race by taking over on the reaches. Sam Merrick, sailing another new boat "THUCYDIDES" came up from an early last place to finish second. For the second race of July 26, Dan Crabbe, in "DUSTER", a 1975 fiberglass boat, got out early and left the fleet by a country mile. Wight, by finishing fourth, remained ahead of Crabbe in the standings due to the latter's fifth for the first race.

On July 27 a light and fitful easterly made for extremely challenging and unnerving sailing. Wight got past Merrick on the last windward leg to win. Cliff Campbell, sailing "JOHNSON", came from nowhere to pick up his second 3rd place and set himself up for a regatta second place. The final contest was dominated by Runyon Colie in an older boat until the final moments when he was overtaken by Campbell for the win which enabled him to pass Merrick in the standings. Wight, with a fifth could have finished seventh and still won under the Olympic scoring.

### 45th ANNUAL WEST MICHIGAN REGATTA

August 7, 8, 9 - 1975

Sponsored By Grand Rapids Yacht Club

Held on Muskegon Lake - 4 Races - 20 Entries

- 1st Race Winner - Pete Price, Muskegon Y.C.  
Baxter Memorial Trophy  
2nd Race Winner - Hartley Comfort, Jr., Torch Lake  
3rd Race Winner - Hartley Comfort, Jr., Torch Lake  
4th Race Winner - Ken Kornoelje, Spring Lake  
Gibson Memorial Trophy

- |             |                              |             |
|-------------|------------------------------|-------------|
| 1st Overall | Hartley Comfort, Torch Lake  | 11 points   |
| 2nd Overall | Ken Kornoelje, Spring Lake   | 22.7 points |
| 3rd Overall | Paul Wickland, Jr., Muskegon | 23.4 points |
| 4th Overall | Pete Price, Muskegon         | 29 points   |

Hartley receives the Muskegon Chronicle Perpetual Trophy for overall winner, while his crew received the Barry Bricker Memorial Trophy.

Rounding out the top nine finishes were: Larry Price, Bruce Wathen, Brian Brereton, Mike Huck, Sr. and Mike Huck, Jr.

Crystal Lake will be the host Lake for the 1976 Event.

## ILYA "E" CHAMPIONSHIP

### Courtesy Scow Slants

Although Bill Allen, defending E Champion, spent the year concentrating on his Finn and therefore was absent, there were plenty of other talented sailors ready to win his title. Especially two Minnetonka crews, led by brother Harry Allen and Steve Bowers. Steve also has some famous sailing brothers, two who were on the opposite course. After two heats, Allen and Bowers were tied at 13 points. After five races, Bowers led by .7 of a point. Unfortunately, the last race was a crap shoot, and didn't allow for the head to head that should have occurred between Bowers and Allen. With the winds going all over the map and ditto in forces, Bowers showed his ability to deal with adversity and finished the finale second, behind former Olympic medalist Peter Barrett. Allen also sailed well in the trying conditions, placing 11th, still good enough for second. Green Lake's Joe Norton helped the next boats out considerably, as he capsized during the last race, pushing him from third to ninth in the standings. This enabled former Champ Stu Wells to move up to third, as Will Perrigo and Skip Johnson also moved up one place in the finals to fourth and fifth. Interestingly, Allen won two races to Bowers none, proving that consistency is still the key factor to winning regattas. Pewaukee's Tom Sawyer and Coleman Norris won the other two.

### WESTERN MICHIGAN E INVITATIONAL

The 15th annual Western Michigan "E" Invitational Regatta was held on beautiful Torch Lake in Northern Michi-

gan, July 19 and 20. Ideal sailing conditions prevailed for the weekend providing some very exciting racing.

The first race was delayed about an hour until the wind finally settled in the Northwest. Hartley Comfort sailed a very smart first race and won going away over Jack Brereton and Pete Price.

The wind calmed slightly in the afternoon. Although Comfort led most of the race, Ken Kornoelje sailed across first with Comfort and Pete Price close behind.

Sunday morning found the conditions somewhat identical to Saturday with less wind. Larry Price found a couple of good slants and sailed across the line a boat length ahead of Pete Price with Jack Brereton third.

The final race was a real thriller with Hartley Comfort and Pete Price virtually tied for the regatta. Pete led most of the race with Comfort breathing down his back. Brereton, Ken Kornoelje and Larry Price were also close behind. The windward mark being set close to shore made for some very interesting winds. Comfort found a favorable slot and sailed across first, just ahead of Larry Price and Pete Price.

The end result was Comfort over Pete Price by one-tenth of a point to win all the marbles.

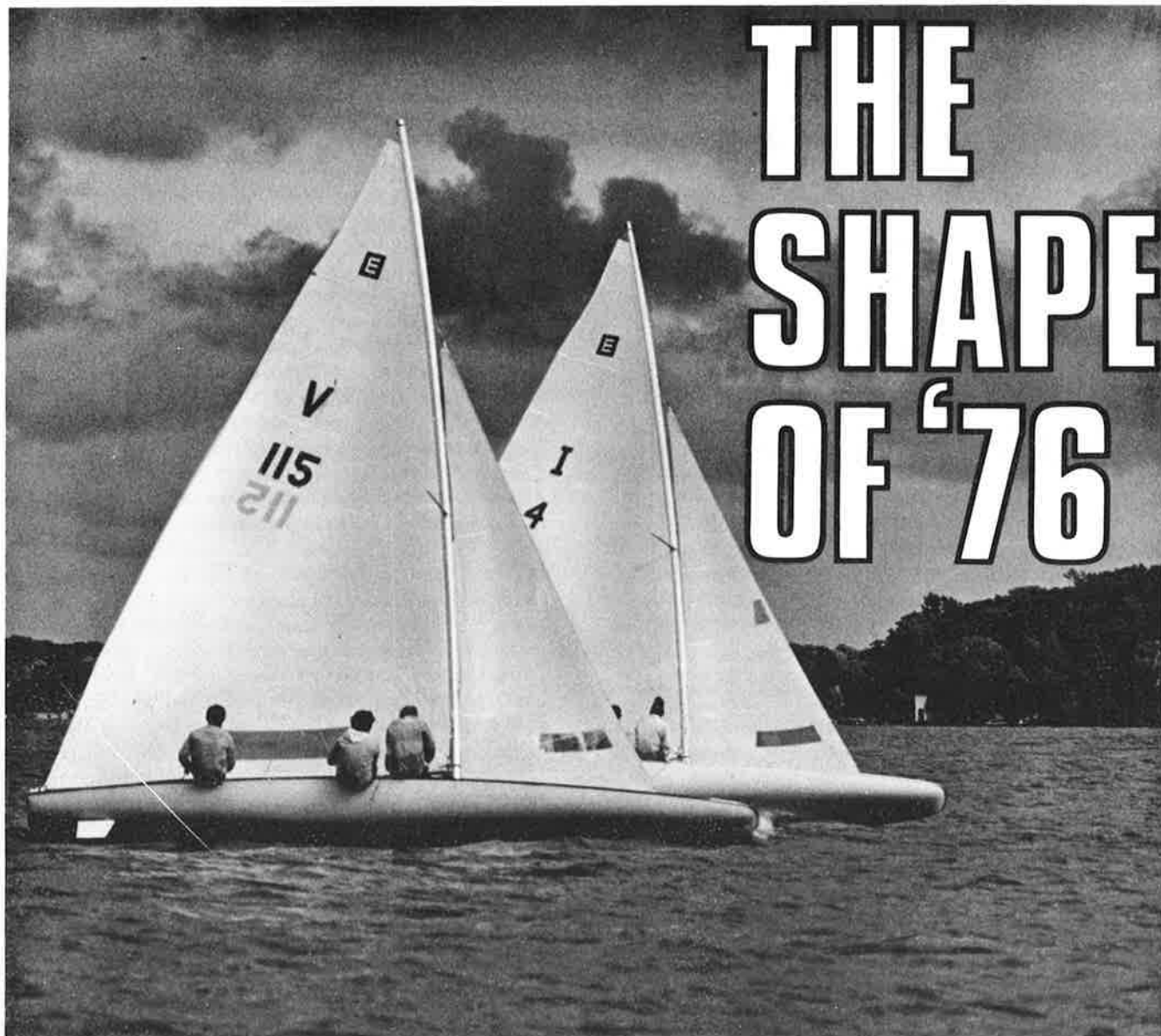
1st	Hartley Comfort	TO 1	20 pts.
2nd	Pete Price	MU 12	20.1 pts.
3rd	Larry Price	SL 13	34.7 pts.
4th	Ken Kornoelje	SL 8	37.7 pts.
5th	Jack Brereton	CR 7	38.7 pts.
6th	Paul Wickland, Jr.	SL 22	52.4 pts.
7th	Tom Klaban	CA 11	53 pts.
8th	Mike Huck, Sr.	CR 81	59 pts.
9th	Dave Hagen	V 505	65 pts.
10th	Herb Knapp	SL 18	70 pts.

# MELGES '75 IT'S BEEN A VERY GOOD YEAR!

Our E's and C's have dominated their respective fleets at all the major regattas this year and "Lookout" in '76. Tooling will be completed by December for our all new Glass "E". It will feature balsa core construction and our unique no-drag rub rail as on our M-16. Deck and hull are bonded together 3 inches into the deck rather than on the boat edge, causing the hull to become one continuous piece of fiberglass. The new "E" will be stiffer, won't absorb water, and won't deform under high temperatures. Stringers, posts, and bulkheads will be employed to assure the strongest possible hull.



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# THE SHAPE OF '76

If you played "The Shift to Melges Sails" this year you know the difference they make in your performance. For Melges "E" sails, 1975 was the culmination of three years of determined effort to produce the fastest "E" scow sails available. The first six boats at the Nationals used Melges Sails exclusively, including Spinnakers. The range of our sails has been a major factor in this year's success. We have perfected a main sail design which covers the full range of wind conditions. Our light-medium jib has proven successful in all conditions; however, if you sail mostly in light or heavy air we have special designs for these extreme conditions. Spinnakers have undergone some major changes in recent years. First the Soling chute, then the Mini-Max (another Melges innovation), and now Dynac material. This new low stretch fabric gives greater latitude than was possible with conventional spinnaker fabrics, enabling us to build faster spinnakers without using the restrictive tri-radial configuration. The outstanding results of this year prove the superiority of our designs. If you want to Shape up Your Sail Power in '76 Contact Our Board of Experts today . . . Call or Write!

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